

## North Segment: Construction Update #4

### The Local Economic Impact of the Interstate 15 Express Lanes Project

*By Gustavo Dallarda, Corridor Director*

Since the beginning of 2009 more than \$27 million of federal, state and local funds have been invested in constructing the North Segment of the Interstate 15 (I-15) Express Lanes Project. By 2011, the total construction capital investment in the North Segment is expected to be \$134 million.

I-15 improvements generated by this investment are not only critical for relieving congestion along the rapidly developing I-15 corridor, they are also a major contributor to the health of our local economy.

According to Governor Schwarzenegger, every billion dollars spent on construction produces approximately 18,000 jobs. This means that over 2,400 jobs will be generated over the lifetime of the North Segment of the I-15 Express Lanes Project.

The project's contribution to the economy does not end with construction. Once completed in 2011, commerce will benefit from more reliable transportation times along one of the region's major trade corridors. For example, in 1999, travel time along I-15 from State Route 78 in Escondido to State Route 163 in San Diego averaged 50 to 65 minutes during peak travel



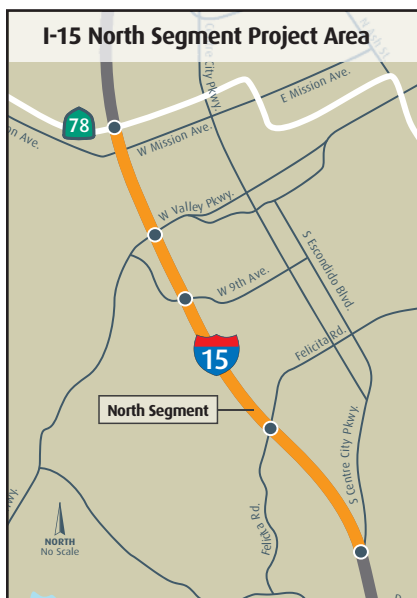
The North Segment of I-15 construction will create approximately 2,400 jobs.

hours. With completion of the Middle Segment of the I-15 Express Lanes Project this year, travel times have already improved to an average of 20 minutes for the same trip during peak periods, saving commuters and truckers approximately 30 to 45 minutes.

Please read on to learn more about our progress in your community and always feel free to contact us with your questions and comments.

## Construction Phasing Allows Caltrans to Temporarily Re-Open Valley Parkway Traffic Lane in Escondido

Bridge construction is a key part of the I-15 Express Lanes Project. In the North Segment alone, ten bridges are being widened to make room for the new Express Lanes. The work on each bridge can require temporary closures of local surface streets.



Understanding that these closures can impact traffic, the Caltrans team is always looking for ways to reduce disruptions to residents and businesses. The Valley Parkway bridge construction is a recent example of the team's work to alleviate these impacts. Construction plans called for the continuous closure of one westbound lane on Valley Parkway until bridge widening work is completed. As this is an important commercial

thoroughfare, Caltrans identified a six to eight month window beginning at the end of August when the westbound lane of Valley Parkway could be temporarily re-opened while other work is completed.

"Caltrans appreciates the patience demonstrated by motorists and the local businesses that use Valley Parkway. Resumption of the third lane should improve traffic speeds to save people time and money. We are happy to be able to ease these impacts and contribute to the local economy" says Faridun Javed, Caltrans Senior Resident Engineer in the North Segment.

Bridge and freeway widening work is expected to be completed in early 2010. Motorists can expect to see construction on the new Express Lanes in the median of I-15 in spring 2010.



Construction phasing allowed Caltrans to temporarily re-open the third westbound through lane at Valley Parkway and I-15 in late August.

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## San Dieguito River Park Opens New David Kreitzer Lake Hodges Pedestrian/Bike Bridge in Escondido

In addition to the newly reconstructed I-15 bridge over Lake Hodges, pedestrians and cyclists have a new way to cross the lake. The I-15 Caltrans team would like to congratulate the San Dieguito River Park, the agency responsible for creating and maintaining a natural open space park in the San Dieguito River Valley, for completing the longest stress-ribbon bridge in the world. The completed bridge is 990 feet long and 12 feet wide.



Community members celebrate the opening of the David Kreitzer Lake Hodges Pedestrian/Bike Bridge, the longest stress-ribbon bridge in the world.

Its design purposefully blends into the natural environment. The bridge deck is only 16 inches deep and there are only two piers in the lake, limiting the bridge's impact to the use of the lake. The final cost of the bridge is approximately \$10.3 million.

Deputy Director Susan Carter of the San Dieguito River Park praised her agency's board of directors, "The David Kreitzer Lake Hodges Bicycle/Pedestrian Bridge is a major achievement for the San Dieguito River Park. It took a great deal of determination by our board of directors to raise the funds and jump all the hurdles that were involved, but they understood that there was a real need for a facility for bicyclists and pedestrians to cross Lake Hodges, given that there wasn't another opportunity to cross the San Dieguito River for an approximate 19 mile-long span. It's been a real pleasure to see all the people enjoying the bridge since it was opened on May 15."

The bridge is open from 6 a.m. to 9 p.m. daily. For more information, please call the San Dieguito River Park at 858-674-2270.

## Ramp Construction Schedule Reduces Impacts on Businesses around Valley Parkway

While bridge widening progresses, many on and off-ramps are being reconstructed to create space for the new Express Lanes. Construction crews are staging this work to mitigate impacts when possible.

The southbound on-ramp from Valley Parkway is being relocated to the west (see photo) so that it aligns with the newly widened freeway. To provide daytime access to the area businesses, construction crews close the ramp and perform most work at night. The Valley Parkway on-ramp will be completed in summer 2010.



The southbound on-ramp from Valley Parkway must be relocated to the west to align with additional I-15 lanes.

### Question of the Quarter

## What is Caltrans Doing to Expedite Construction of the I-15 Express Lanes?

The I-15 Express Lanes is a design sequencing pilot project. Design sequencing allows the bid process to start when plans are 30% complete so that construction can start earlier while the rest of the plans are finalized. In less than nine months after the I-15 Express Lanes project was environmentally cleared, construction broke ground on the Middle Segment in 2003, allowing a half a billion dollars of improvements to be designed and constructed in just five and a half years.



Design team member Karina Cantero-Angel works on finalizing portions of the I-15 project while other portions are in construction.